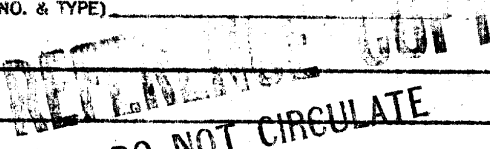


COUNTRY	East Germany	REPORT NO.	25X1
TOPIC	Brand Airfield		
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT	September to 12 October 1952		
DATE OBTAINED	25X1	DATE PREPARED	21 November 1952
REFERENCES	25X1		
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS	<div style="text-align: center;">  DO NOT CIRCULATE </div>		

25X1

1. The following observations were made at Brand airfield between 4 and 12 October 1952:

4 October. There was a strong wind from the southeast, a 2/10 overcast at an altitude of about 400 meters, and good visibility. An IIL-28 plane [redacted] took off at 9 a.m. and landed at 9:40 a.m. after circling three times over the field. Take-offs were made by an IIL-28 [redacted] at 9:45 a.m. and an IL-28 plane [redacted] at 9:46 a.m. The two planes landed at 10:25 a.m. An IL-28 plane [redacted] and the IIL-28 plane [redacted] took off at 10:30 a.m. at an interval of about 600 meters. The planes landed individually at 11 a.m. coming from the west. Only individual take-offs and landings were made until about noon when air activity was discontinued. At 5 p.m., 14 jet bombers in two groups of 6 and 8 planes were parked on the dispersal area at the taxiway. The two groups were about 100 meters apart.

25X1
25X1
25X1

6 October. No air activity throughout the day. Flying was practiced at night. The sky was 5/10 overcast at an altitude of about 200 meters. No clouds were above the cloud ceiling. Shortly after 5 p.m., some jet bombers on the dispersal areas were being refueled from three tank trucks each with a trailer. The refueling of each plane took 5 minutes. At 7:50 p.m., two jet bombers took off and made local flights at an interval of about 400 meters. The planes landed at 8:50 p.m. Before the landing, the aircraft circled over the airfield and fired a white ground signal. This was answered by a red signal fired from the ground. At 9 p.m., three jet bombers took off in rapid succession. When flying over Schoenwalde, one plane fired several short bursts. A jet bomber took off at 10:30 p.m., made three local flights and landed at 11 p.m. Two jet bombers took off at 11:15 p.m. Before landing, each plane circled over the field and fired a red signal. Thereupon, a green signal was fired from the ground. Air activity was discontinued at about 3 a.m.

8 October. It rained, and there was a strong westerly wind, an almost closed cloud base at an altitude of about 150 meters and a visibility of about 2 km. An IIL-28 plane [redacted] took off at 7:30 a.m. and landed at 8 a.m. A white lamp fitted on the front-side of the nose wheel strut was switched on. Two IL-28 jet bombers [redacted] took off at 8:10 a.m., at an interval of about 1,000 meters. They circled three times over the field, the second plane flying about 400 meters aft of

25X1

CLASSIFICATION SECRET

SECRET

- 2 -

25X1

the first plane. Both planes landed at 8:50 a.m. at an interval of about 500 meters. The UIL-28 [] and an IL-28 plane [] took off at 9 a.m. at an interval of 500 meters. The planes made three local flights at an interval of 500 meters and landed at 9:20 a.m. These planes also had a white light at the front-side of the nose wheel strut. Three jet bombers took off at 10:15 a.m. at intervals of 600 meters. They landed at 11 a.m. At noon, take-offs were made by the UIL-28 plane [] and the IL-28 plane [] at an interval of 600 meters. Both planes landed at 12:15 p.m. However, plane [] did not touch ground on the runway but on the grass strip 200 meters south of it. It stopped short before the western taxiway. There, the cabin roof was opened to the left and four men got out of the plane to the right. It was not observed that a man got out of the rear gunner's station. The plane was towed by a tractor along the southern taxiway to the dispersal area and parked south of the hardstand. At 1 p.m., 14 jet bombers were parked on the dispersal area.

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10 October. It rained and there was ground haze, a closed cloud ceiling at an altitude of 150 meters, and a visibility of 1.5 km. The UIL-28 plane [] took off at 8:15 a.m. and landed at 8:45 a.m. IL-28 [] took off at 8:50 a.m. and landed at 9:30 a.m. IL-28 [] took off at 9:35 a.m. and landed at 10 a.m. IL-28 [] and UIL-28 [] took off at 10:20 a.m. at an interval of 1,000 meters. The planes circled several times over the field, the second plane flying 50 meters above the first plane. The aircraft landed at 11 a.m. Jet bombers made 16 individual take-offs and landings until 1 p.m.

25X1

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11 October. It rained. There was ground haze, a closed cloud base at an altitude of about 100 meters and a visibility of 1.5 km. The UIL-28 plane [] took off at 8:15 a.m. and landed at 8:50 a.m. A white light was again observed on the front-side of the nose wheel strut. In the meantime, five jet bombers were refueled from two tank trucks without trailers. The refueling of each plane took 5 minutes. An IL-28 [] took off at 8:45 a.m. and landed at 9:30 a.m. Between 8:55 and 9:40 a.m., the UIL-28 plane [] was aloft. IL-28 [] took off at 9:45 a.m. and landed at 10:20 a.m. Between 10:40 and 11 a.m., the IL-28 [] was in the air. No air activity was observed after 11 a.m.

25X1

25X1

12 October. No air activity throughout the day. Between 6 and 6:50 p.m., four jet bombers took off and landed individually. According to soldiers, the first flights every day were made by UIL-28 jet bombers making weather observations.¹

2. In early October, two NCOs of the ground personnel said that the searchlight detail, which was located east of the field near Krausnick, belonged to the 44th Air Bn. The detail was allegedly subordinate to the air unit at the field and was relieved every three months.² The same soldiers also stated that they were assigned to excavation work for a gasoline pipeline.³
3. On 12 October, there was no air activity. After 1 p.m., 70 to 80 soldiers were drilling in groups of 8 to 10 men. The rifles were stacked, and individual training was given including close order drill.
4. On 6 October, night flying was observed. Three white lights were observed under the fuselages of the jet bombers when taking off and landing. They were not noticed during the flight, while the green and red position lights were always on.¹

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SECRET/

25X1

- 3 -

25X1

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25X1
25X1

25X1

6.

At 7:30 p.m. on 24 September, 10 boxcars were observed in Doberlug, including 5 from Karsdorf and 5 from Halle. The ten boxcars were addressed to the Berlin Bauunion at Brand airfield. On 1 October, 5 boxcars with cement, also addressed to the Berlin Bauunion at Brand, passed through Doberlug coming from Radeberg. 4

25X1

7.

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General Chuikov had inspected the shrapnelproof aircraft revetment at the field on 26 August. Engineer Beyer (Gnu)

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25X1

was charged with cleaning up work after blasting tests at the field.

8. Source estimated the distance between the two wheels of the jet bomber at about 7 meters. This was confirmed during a discussion on the width of the concrete slabs at the field.

25X1

At first, the distance between the joints was fixed at 3.6 meters. Later on, however, it was determined that the width of the concrete slabs must be 1.5 meters. Thus, it was certain that it would be impossible for the IL-28 planes to taxi on two joints of the slabs on the concrete runway. 6

9. Construction officers and air force officers who discussed the plans for shrapnelproof aircraft revetments at the field stated that the jet bombers had a wing span of 22 meters. 7

25X1

1. Comment. Brand airfield is still occupied by a bomber regiment. According to the last aircraft count at the field on 20 September, 18 IL-28s were parked there. After the regiment returned from Bernauchen, where it had probably participated in maneuvers between 22 and 30 September, only 11 planes were observed at the field on 1, 7, and 8 October. It is believed that some of the aircraft became unserviceable during the maneuvers and have not been replaced. The same air activity was conducted as previously. In bad weather, the flights were made under the clouds. No instrument flights were observed. When flying was practiced at night and in dim light, source observed white lights on the struts of the landing gear in addition to the regular position lights. It is believed that, for control purposes of the flight control station, the white light indicates an extended landing gear.

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2. Comment. This searchlight platoon was mentioned for the first time by the same source in a previous report. The correctness of the information that the platoon belonged to the 44th anti-air Regt cannot be judged as the regiment is unknown.

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3. Comment. Construction work is probably being done on the pipeline which extends from the fuel dump to the hardstand.

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4. Comment. From the arrival of cement at Brand airfield, it is concluded that further construction work is to be done. No indications of intended construction work have been reported except for enlargement work on old dispersal areas and the construction of new hardstands.

SECRET

SECRET

25X1

- 4 -

25X1

25X1

25X1

5. [redacted] Comment. Source previously reported an inspection on 26 August 1952 assuming that one of the inspection officers was General Chuikov. See [redacted] This assumption is apparently confirmed by the present report. [redacted]

25X1

6. [redacted] Comment. The information that the IL-28 plane has a wheel base of about 7 meters is believed to be correct. If the concrete slabs had a width of 3.6 meters the two wheels would taxi on the joints. This would lead to an excessive wear and tear of rubber tires.

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7. [redacted] Comment. Source previously reported the same wing span. See [redacted]

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